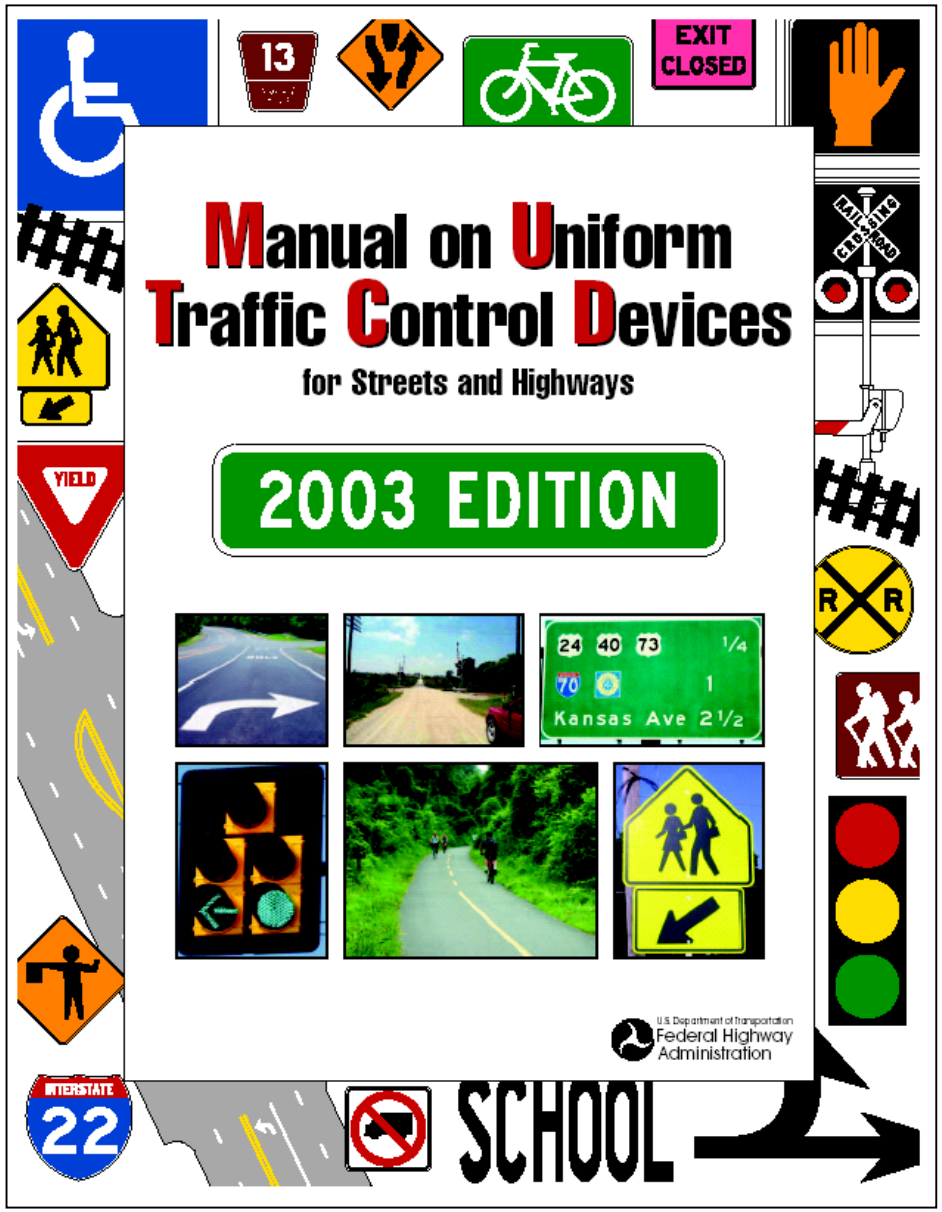
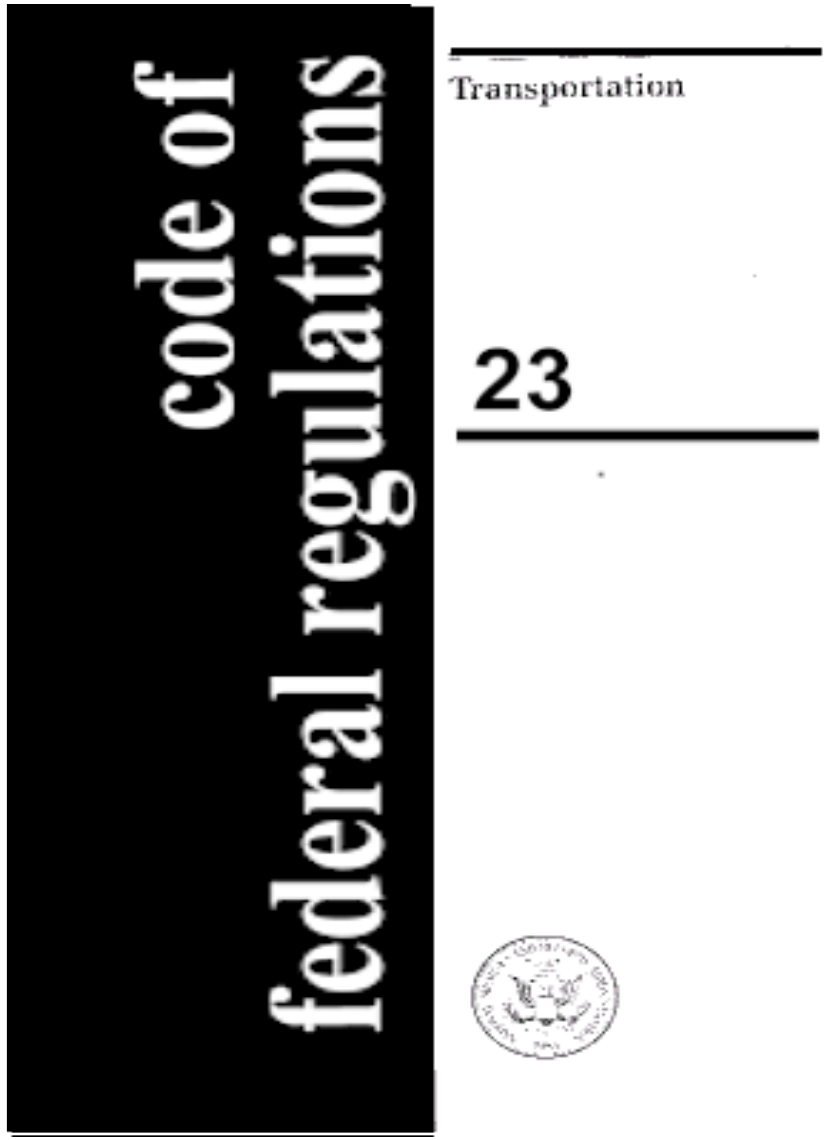
2000 and 2003 MUTCD Updates

The National Perspective



- **Incorporated by reference in 23 CFR**
- **The national standard for all traffic control devices**
- **FHWA develops and maintains the MUTCD**



Federal Highway Administration (FHWA) Office of Transportation Operations

MUTCD Team:

- Ernie Huckaby (Team Leader)
- Linda Brown (Part 1)
- Fred Ranck (Parts 2, 5)
- Scott Wainwright (Parts 3, 4)
- Pete Rusch (Part 6)
- Guan Xu (Parts 7, 8, 9, 10)
- Contractor: Kimley-Horn and Associates

MUTCD Team Members

Ernie Huckaby

Linda Brown (1)

Fred Ranck (2,5)

Scott Wainwright (3,4)

Pete Rusch (6)

Guan Xu (7-10)

FHWA Activities

- Works with ITE, AASHTO, NCUTCD, and others
- Develops language
- Prepares official interpretations
- Approves experimentations
- Conducts and reviews research
- Prepares rulemaking

Development of the 2003 MUTCD

5/21/02 – Notice of Proposed Amendments

8/20/02 – End of 90-day public comment period

3/31/03 – Completed analysis of over 5,000 comments in 293 letters

10/3/03 – Completed text & figures edits, comments completed

11/20/03 – Final rule published in Federal Register & MUTCD posted on FHWA's website

Availability of 2003 MUTCD

- 2003 MUTCD, Change List, and Federal Register notice are available on FHWA's MUTCD website
- ITE, AASHTO, and ATSSA are selling printed version of 2003 MUTCD
- Updated "Standard Highway Signs" book anticipated in 2nd half of 2004

Process for Adopting the 2003 MUTCD

- FHWA adopted MUTCD changes 30 days after Final Rule – 12/22/03

- States must adopt MUTCD by 12/22/05 (within 2 years of FHWA adoption)

Why a New 2003 MUTCD?

- More than 300 significant changes
- NCUTCD requested many changes
- Comments to the docket during the development of the 2000 MUTCD
- Greater involvement from the U.S. Access Board and OSHA
- Errors & inconsistencies were eliminated
- Graphics were improved

Format and Style Changes

- Page size increased
- Headings of Standard, Guidance, Option, or Support
- Section 2B.12 on Page 2B-10
- Metric units (with English in parentheses)

2000 MUTCD

December, 2000 Page 3B-1

CHAPTER 3B. PAVEMENT AND CURB MARKINGS

Section 3B.01 Yellow Centerline and Left Edge Line Pavement Markings and Warrants

Standard:

Centerline pavement markings, when used, shall be the pavement markings used to delineate the separation of traffic lanes that have opposite directions of travel on a roadway and shall be yellow.

Option:

Centerline pavement markings may be placed at a location that is not the geometrical center of the roadway.

On roadways without continuous centerline pavement markings, short sections may be marked with centerline pavement markings to control the position of traffic at specific locations, such as around curves, over hills, on approaches to highway-railroad grade crossings, at highway-railroad grade crossings, and at bridges.

Standard:

The centerline markings on two-lane, two-way roadways shall be one of the following as shown in Figure 3B-1:

A. Two-direction passing zone markings consisting of a normal broken yellow line where crossing the centerline markings for passing with care is permitted for traffic traveling in either direction.

B. One-direction no-passing zone markings consisting of a normal broken yellow line and a normal solid yellow line where crossing the centerline markings for passing with care is permitted for the traffic traveling adjacent to the broken line, but is prohibited for traffic traveling adjacent to the solid line.

C. Two-direction no-passing zone markings consisting of two normal solid yellow lines where crossing the centerline markings for passing is prohibited for traffic traveling in either direction.

The centerline markings on undivided two-way roadways with four or more traffic lanes always available shall be the two-direction no-passing zone markings consisting of two normal solid yellow lines as shown in Figure 3B-2.

Sect. 3B.01

2003 MUTCD

2003 Edition Page 3B-1

CHAPTER 3B. PAVEMENT AND CURB MARKINGS

Section 3B.01 Yellow Centerline Pavement Markings and Warrants

Standard:

Centerline pavement markings, when used, shall be the pavement markings used to delineate the separation of traffic lanes that have opposite directions of travel on a roadway and shall be yellow.

Option:

Centerline pavement markings may be placed at a location that is not the geometric center of the roadway.

On roadways without continuous centerline pavement markings, short sections may be marked with centerline pavement markings to control the position of traffic at specific locations, such as around curves, over hills, on approaches to highway-railroad grade crossings, at highway-railroad grade crossings, and at bridges.

Standard:

The centerline markings on two-lane, two-way roadways shall be one of the following as shown in Figure 3B-1:

A. Two-direction passing zone markings consisting of a normal broken yellow line where crossing the centerline markings for passing with care is permitted for traffic traveling in either direction;

B. One-direction no-passing zone markings consisting of a normal broken yellow line and a normal solid yellow line where crossing the centerline markings for passing with care is permitted for the traffic traveling adjacent to the broken line, but is prohibited for traffic traveling adjacent to the solid line; and

C. Two-direction no-passing zone markings consisting of two normal solid yellow lines where crossing the centerline markings for passing is prohibited for traffic traveling in either direction.

The centerline markings on undivided two-way roadways with four or more lanes for moving motor vehicle traffic always available shall be the two-direction no-passing zone markings consisting of two normal solid yellow lines as shown in Figure 3B-2.

Guidance:

On two-way roadways with three through lanes for moving motor vehicle traffic, two lanes should be designated for traffic in one direction by using one- or two-direction no-passing zone markings as shown in Figure 3B-3.

Standard:

Centerline markings shall be placed on all paved urban arterials and collectors that have a traveled way of 6.1 m (20 ft) or more in width and an ADT of 6,000 vehicles per day or greater. Centerline markings shall also be placed on all paved two-way streets or highways that have three or more lanes for moving motor vehicle traffic.

Guidance:

Centerline markings should be placed on paved urban arterials and collectors that have a traveled way of 6.1 m (20 ft) or more in width and an ADT of 4,000 vehicles per day or greater. Centerline markings should also be placed on all rural arterials and collectors that have a traveled way of 5.5 m (18 ft) or more in width and an ADT of 3,000 vehicles per day or greater. Centerline markings should also be placed on other traveled ways where an engineering study indicates such a need.

Engineering judgment should be used in determining whether to place centerline markings on traveled ways that are less than 4.9 m (16 ft) wide because of the potential for traffic encroaching on the pavement edges, traffic being affected by parked vehicles, and traffic encroaching into the opposing traffic lane.

Option:

Centerline markings may be placed on other paved two-way traveled ways that are 4.9 m (16 ft) or more in width.

If a traffic count is not available, the ADTs described in this Section may be estimates that are based on engineering judgment.

Section 3B.02 No-Passing Zone Pavement Markings and Warrants

Standard:

No-passing zones shall be marked by either the one direction no-passing zone pavement markings or the two-direction no-passing zone pavement markings described previously and shown in Figures 3B-1 and 3B-3.

Sect. 3B.01 to 3B.02

MUTCD 2000 and 2003 Revisions

http://mutcd.fhwa.dot.gov